

**J.**  
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# ***In The Wind***

**J / 1 0 5   C l a s s   A s s o c i a t i o n**

## **TERRY MCLAUGHLIN AND ROD WILMER'S MANDATE DOMINATES**

***J/105 NORTH  
AMERICAN CHAMPIONSHIP***



Photo courtesy of Chris Howell

**S u m m e r   2 0 1 8   •   V o l u m e   9   •   I s s u e   3**





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# END OF SEASON SAVINGS

ORDER THE SAILS THAT DOMINATED  
**THE 2018 NORTH AMERICAN CHAMPIONSHIP**

**1** Terry McLaughlin / Rod Wilmer    **2** Bruce Stone    **3\*** Bill Zartler

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## MOB – 20 Years of Practice and 2 Minutes of Reality

By Doug Bullock, J/105 Class President

It happens way faster than you think. It was an early June regatta, and the racing was over for the day. We had just crossed the finish line, doused the spinnaker and furled the jib. The wind was on our starboard beam 13 to 18 knots, and we were comfortably keeled over heading home in two foot waves doing about 5 knots.

Since we were finished for the day, one of the crew went forward to take off the jib sheets and secure the jib with a sail tie. She had one jib sheet off, the sail tie fastened to the clew ring and one wrap around the jib. She then gave it a tug to tighten the jib, but it suddenly opened more than she expected, and it threw her back off her balance. The back of her legs hit the life line, and she fell over backwards, hanging for a couple of seconds before falling completely into the water. Man overboard right before my eyes. She floated by on the port side, and within seconds was floating well behind us, holding onto the lose jib sheet. It all happens so fast, and there is no stopping it once it is in motion.

Yes, she had a life jacket on and it inflated perfectly – but she was still overboard and floating away.

So years of practice kicked in and one crew member immediately stuck her arm out and pointed at our MOB. Another crew let the main out to depower the boat. I tacked over to head back until we passed her, and then gybed back to pick her up. We came up to her from the lee side, so she was on our starboard. As she came alongside, two crew tried to grab her but missed, and then I managed to grab her from my seat on the transom. We then pulled her around to the swim ladder and helped her back onboard. She was rushed down below and out of the wet clothes.



The total elapsed time from the moment she went into the water and then was pulled back up the swim ladder was two minutes. *We were so lucky.*

We had not even had time to throw a life ring, start the engine or anything. Of course, if we had missed her on that first pass, things would have been flying off the boat and the engine started.

On reflection, I think the two things that really helped us was the low free board on a J/105 and the easily deployed swim ladder. That and, of course, everyone was experienced in the MOB drill and just instinctively knew what to do

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# TERRY MCLAUGHLIN AND ROD WILMER'S MANDATE DOMINATES

## J/105 NORTH AMERICAN CHAMPIONSHIP



Terry McLaughlin and Rod Wilmer's **Mandate** went wire to wire to earn their third J/105 North American Championship title in five years. The Toronto-based team, including Sandy Andrews, Fraser Howell, Ian Howes and Andrew McTavish, won seven of the 11 races and never finished out of the top three. Their 16 points in the no-throw-out series were nine better than Bruce Stone's **Gryphon** who tallied 25 points. Bill Zartler's **Deja Voodoo** took third place with 31 points. All three teams reigned over the top three in nearly every race of the four-day Championship (July 26-29) hosted by Little Traverse Yacht Club in Harbor Springs, MI. Beautiful summer conditions again greeted the 15 J/105 teams on Little Traverse Bay for the final day, with a bit lighter breeze than previous days. The day's race winners were **Mandate** and **Deja Voodoo**.



Photo courtesy of Chris Howell





Photos courtesy of Chris Howell

**DAY ONE RECAP:** Little Traverse Bay presented picture-perfect conditions. Winds in the teens joined by blue skies and temperatures in the low 70s made for three ideal races, all of which were won by McLaughlin/Wilmer's *Mandate*. The top three for each race never changed. Following *Mandate* were Stone's *Gryphon*, who recorded all seconds and Zartler's *Deja Voodoo* with all thirds.

**DAY TWO RECAP:** While the weather on Little Traverse Bay turned cooler, McLaughlin and Wilmer stayed hot. *Mandate* recorded their fourth and fifth bullets of the Championship, and added a second, to tally just 7 points in the six races. Stone's *Gryphon* maintained second place with 12 points and Zartler's *Deja Voodoo* third with 21 points. A misty sky, 60-degree temperatures and winds at 10-15 knots greeted the teams Friday. The top three in the day's first race matched

the same trio as all of Thursday's races: *Mandate*, *Gryphon* and *Deja Voodoo*. Stone's *Gryphon* broke into the top spot in the next contest, ahead of McLaughlin and Wilmer's *Mandate* and Jon Weglarz's *The Asylum*. The *Mandate* team returned to their familiar position in Friday's final battle, with Stone's *Gryphon* in second and Weglarz's *The Asylum* back in third.







Photos courtesy of Chris Howell

**DAY THREE RECAP:** The same three teams continued to command the Championship, but none more than McLaughlin and Wilmer's *Mandate*. Of the nine races thus far, the Toronto team won six of them. Stone's *Gryphon* ruled the day Saturday with two bullets and a third, bringing them within four points of *Mandate*. Zartler's *Deja Voodoo* kept hold of third place. Champagne conditions returned Saturday with breeze in the mid-teens, temperatures in the 70s and puffy white clouds. The top three teams traded spots in the day's trio of races, with Stone's *Gryphon* earning the first victory, trailed by Zartler's *Deja Voodoo* and McLaughlin/Wilmer's *Mandate*. The shuffle in the next duel saw *Mandate* top *Deja Voodoo* and *Gryphon*. But it was *Gryphon's* turn again in the day's final match, followed by *Mandate* and *Deja Voodoo*.

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Photos courtesy of Chris Howell

Congratulations to Clark Pellett's *Sealark* who won the combined award for the highest finish in the Chicago Race to Mackinac and the North American Championship. The *Sealark* team sailed the punishing 333-mile beat to Mackinac Island as the first half of the Overall Offshore Championship. Having to divert toward shore on the unfavored tack to clear a fuel line air block early Sunday morning, the team battled back in upwind conditions throughout the next two days to finish within

2 miles of *Pterodactyl*. *Sealark* sailed 24 miles farther than other J/105s but was able to make it up. Wednesday was the lay-day to transfer boats from Mackinac Island to Harbor Springs. After the 11 races, *Sealark* finished sixth overall in the standings, four places ahead of *Pterodactyl* and two places ahead of *Blue Flash*. Complete results of the Chicago Mac Race can be found at <https://competitor.cycracetomackinac.com/results.cfm>.







Photos courtesy of Chris Howell



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## TOP FIVE NAC:

1. **Mandate**, Terry McLaughlin/Rod Wilmer, 1 -1 -1 -1 -2 -1 -3 -1 -2 -1 -2 ; 16
2. **Gryphon**, Bruce Stone, 2 -2 -2 -3 -1 -2 -1 -3 -1 -3 -5 ; 25
3. **Deja Voodoo**, Bill Zartler, 3 -3 -3 -2 -5 -5 -2 -2 -3 -2 -1 ; 31
4. **The Asylum**, Jon Weglarz, 5 -11 -6 -6 -3 -3 -8 -7 -4 -4 -8 ; 65
5. **Phantom**, Cynthia & Jim Best, 6 -6 -9 -4 -9 -8 -6 -4 -10 -13 -6 ; 81



Photo courtesy of Chris Howell

Photos are available on the J/105 Class Facebook page, and complete results may be found at <https://yachtscoring.com/emenu.cfm?eID=4490>.





Photos courtesy of Gretchen Dorian



# 2018 J/105 NORTH AMERICAN CHAMPIONSHIP COMMENTARY

by Rod Wilmer, *Mandate*

*Harbor Springs could be one of the best-kept secret sailing venues in North America. A perfect harbour in Little Traverse Bay on the northwest coast of Lake Michigan boasts clear warm water, easily accessible facilities and, most importantly, a consistent breeze that builds to 10-16 knots most days. Champagne conditions with friendly Michigan hospitality!*



Photo courtesy of Chris Howell





Photos courtesy of Chris Howell

Harbor Springs could be one of the best-kept secret sailing venues in North America. A perfect harbour in Little Traverse Bay on the northwest coast of Lake Michigan boasts clear warm water, easily accessible facilities and, most importantly, a consistent breeze that builds to 10-16 knots most days. Champagne conditions with friendly Michigan hospitality!

The NAs were scheduled mid-summer to entice J/105s that sailed in the Chicago Mackinac Race to stick around and compete for the Championship. The NAC entry was 15 boats, but those who came were out to compete. Though most of the boats were from Michigan and Illinois, crews traveled

from as far as Ontario, Texas and California to make it a true North American Championship.

Within minutes of the first start, three boats broke out of the pack and set the tone for the remainder of the regatta. *Mandate*, *Gryphon* and *Deja Voodoo* scored an incredible 1, 2, 3 on each race on day one. These boats were all well prepared, had excellent crew work, and engaged each other relentlessly throughout the competition.



Consistency paid off for those remaining in the pack, trying to keep the big scores off the sheet (not always easy).

On the final day, only four points separated *Mandate* from *Gryphon*, and that meant only

one thing: pre-start match race maneuvers ensued right in front of the Race Committee boat. If a mistake was made and a foul occurred, it meant the regatta for either boat. It was incredibly close and chaotic, but

*Mandate* was able to escape and headed for the left side of the racecourse, which paid off. A downwind-luffing duel with *Deja Voodoo* was needed to succeed for the win. The final race of the regatta, the same again with the two lead boats at the start and *Mandate* escaping left. This time *Deja Voodoo* was not going to relinquish the lead, and they took the win in the final race.



Photos courtesy of Chris Howell



## **We on *Mandate* were often asked for general tips on our boat speed and consistency.**

1. We have worked diligently to get the rig tune adjustments right to the conditions. It's not all science, and it's important to get the right look for the mast and forestay sag. We have five settings: Base <6kns: +1 6kn-9kn: +2 10kn-12kn: +3 13kn-15kn: +4 16kn-20kn. If it is >20kn, we will go higher on the rig as needed. In general, we thought many boats did not have enough rig stiffness on when the wind built during the day.
2. We also hike hard. Our main trimmer is on the rail once the main is set, leaving the fine-tune adjustments to the helmsman. A boat with 1% less heel angle will be .2 knots faster and will point higher.
3. J/105s have big rudders so crew weight is critical to reducing helm, and moving crew weight downwind is important. Especially for soaking to lower angles.
4. Crew communication and chemistry is a big part of figuring out what is happening on the racecourse. We have a dedicated person to call wind puffs and lulls so the helmsman can anticipate and adjust. On the start, we have one person calling speed on the boat immediately to weather and another below. If another boat is faster, we will look for any tuning difference and try and match them.
5. Gear changes are a team thing. During lulls with lumpy seas, it's important to power up the boat. It should be talked through and executed with the minimal amount of weight coming off the rail.
6. The boat requires constant maintenance, and we don't leave the dock until it is taken care of. "No more beer until the work's done."

We would love to see more owners travel with their boats to major regattas. We don't have a trailer and rely upon the generosity of our fellow Fleet 4 members. Packing the boat is manageable if every crewmember is involved and has a dedicated job. We can de-rig the mast and have it on the trailer in about two hours. So we encourage you to consider traveling and keep the J/105 the best big boat Class.

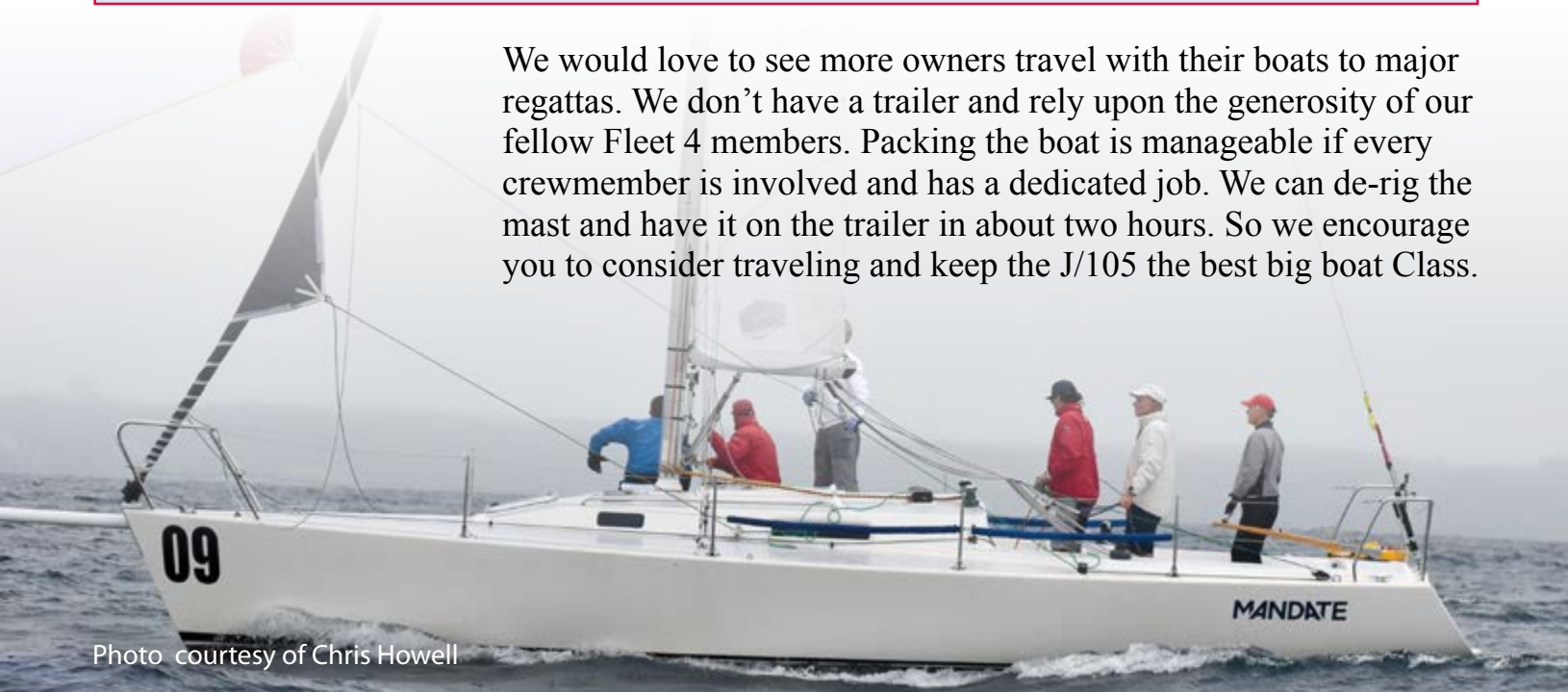


Photo courtesy of Chris Howell

# Technical Committee Report

Matt Arno – Class Measurer, Fleet 16, Dallas/Fort Worth

Pat Benedict – Fleet 1, San Francisco

Angelo Guarino – Fleet 3, Chesapeake

In the last newsletter, the Technical Committee published a review concerning corrector weights and performance differences between pre-SCRIMP and SCRIMP boats. As a result of that review, the Executive Committee formally considered whether to direct the Technical Committee to move forward with formulating Rule change options regarding the location of corrector weights. All owners in fleets with a vote should have been contacted by their Fleet Captain regarding this issue.

That motion was voted down by a vote of 15 to 8 against. It is interesting to note that the Class Officers (Class Measurer included) were in favor of moving forward while the fleets themselves were mostly against it even though the majority of owners have SCRIMP boats. This issue and many others like it are matters that we will continue to deal with as we move forward as a one-design Class.

The Technical Committee often receives requests to make various changes to the Class Rules. These usually come in the form of an e-mail or a phone call from an individual owner to an individual member of the Committee. While the Technical Committee is usually willing to give consideration to such proposals, please recall that formal requests for Rule changes should be endorsed by at least 20 Active Members. When making a proposal, keep the following in mind:

- ***Would the proposed change retain the J/105's recreational features, including ease of handling, safety and comfort?***

- ***Would the proposed change force other owners to implement it to remain competitive?***
- ***Would the proposed change reduce or have minimal increase in the cost of ownership?***
- ***Would the proposed change make the J/105 more attractive to new owners/increase participation?***

Obviously not all of these can be done at the same time for most proposed Rule changes, but they are good guidelines and also help judge the likelihood that the Rule change would pass. If a Rule change was proposed in the previous year or two, please wait until there has been a change that warrants reconsideration of the change before proposing it again.

The previous quarter, the most common parts inquiry received by the Technical Committee was regarding replacement spars. The number of makers of aluminum spars continues to decrease. At present, the only authorized supplier for spars is Charleston Spars/Sparcraft.

Class Rule 2.6 requires certain parts to be supplied only by J/Boats or their authorized agent. The Technical Committee routinely works with J/Boats to find new suppliers as old suppliers go out of business or discontinue carrying parts for our boats.



# **THE FORT WORTH BOAT CLUB INVITES YOU AND YOUR CREW TO THE 2019 J/105 MIDWINTER CHAMPIONSHIP**



***The Fort Worth Boat Club will host the  
2019 J/105 Midwinter Championship  
March 7-10, 2019 on  
Eagle Mountain Lake in North Texas.***

Founded in 1929, the FWBC has a deep history of providing world class race management at a convenient venue with ample amenities.

In addition, the club harbors a fleet of 10 competitive J/105s with over 20 in the surrounding area.

Racing will be in full swing at the FWBC in March with average temperatures in the high 60s and winds 10-15 knots. In addition



to three days of great racing, you are sure to enjoy excellent food and entertainment at one of the best parties in Texas!

Stay tuned to the website and Facebook pages of the FWBC and the J/105 Class Association for the Notice of Race and registration through Yacht Scoring. You may also contact me directly.

See you on the starting line!

**Michael Winfrey, Chairman • 2019 J/105 Midwinter Championship  
mbwinfrey@gmail.com • 817-946-4948**

# Weekend with *Gryphon*: What I Learned Crewing for One of the Best J/105 Teams During the Chicago NOOD

By Muieen Cader

**For the Chicago NOOD weekend, I was invited to sail with Bruce Stone on Sam Power's J/105 *Gryphon* #29. If you are planning to crew as mast man, this is what you will need to know to make sure the spinnaker runs as effectively as possible during every hoist and douse. So effective, you will wish things like airport security or companies like American Airlines ran as smoothly as your spinnaker.**

**PREPARATION:** You want to start by running the tapes before you do anything. Start at the clew, running the yellow tape along the foot of the spinnaker to the tack. After, start over at the clew, running the red tape along the leach of the spinnaker to the head.

Managing the main controls and especially the vang: while the mast man sets and eases the cunningham and outhaul, the most important control is the vang. In the prestart (and later when sailing upwind), you have a hand on

the vang in case it needs to be blown to duck another boat, and tend it when sailing downwind for the same reason. With a lot of wind, easing the vang can help avoid a broach when a gust hits or you go into planing mode.

**HOIST:** your bow person opens the hatch and pre-feeds the tack to the bow, then returns to the hatch to control the spinnaker from flying out too soon. *Gryphon* has a thin line running across the deck to a Wichard shackle at the low side, so you can release the spin halyard for the high side. At the last second prior to the call to hoist, you want to pull the line to remove the halyard from the shroud. Be careful not to do this too early into the rounding of the weather mark, as your halyard risks getting fouled on either of the shrouds. If the offset mark is abeam or downwind, you can do a pre-hoist, where you sneak up the spinnaker 3-4 feet out of the hatch to prevent it from getting fouled on the jib. If the offset is upwind, you should not prefeed until rounding the offset, as this is not aerodynamic. During the prefeed, the mast man pulls the halyard from both ends of the block to prevent the halyard from running afoul during the hoist – in other words, do not let the slack in the halyard gather at the block at the base of the mast.



As the skipper is generally the only person able to see the mark, he or she counts down to the hoist. At that point, you want to pull as fast as you can hand-over-hand. During this time, being in sync with your pit person comes in handy, as the faster the pit can tail, the faster the hoist and the less likelihood of the halyard running afoul, or the spinnaker making the dreaded “hourglass” shape during the hoist. Once the spinnaker makes it to the top, you then yell out “made” and adjust the outhaul and vang to your downwind settings. (During practice, put electrical tape on the spin halyard where it emerges from the mast so you know it is fully hoisted without having to look up.)

While the spinnaker is flying, you want to look behind your boat and see what is going on in the back of the course: are you getting covered, did other boats decide to gybe after the rounding, where is the wind coming from. If the helmsman needs to head up to protect his wind from a trailing boat, call out something like “head up for traffic.” If you see better pressure to leeward or to windward, then it is “soak (or head up) to stay in the best wind” or “you are in the best wind on the course.” This is a bit challenging, as you are moving with the wind. The trailing boats are a good tell, indicating more pressure is coming as they might be soaking lower, or it is a lull and they are sailing higher. The trimmer and driver need this info instantly.

Look for shaded spots on the water and see how they are moving. There are three things you want to spot: is the wind going to lift or knock the boat, would it be better to gybe to stay in better pressure, or should you maintain your course with the wind. To illustrate this, tactician Nicole Breault drew the following diagram (which I have since recreated):

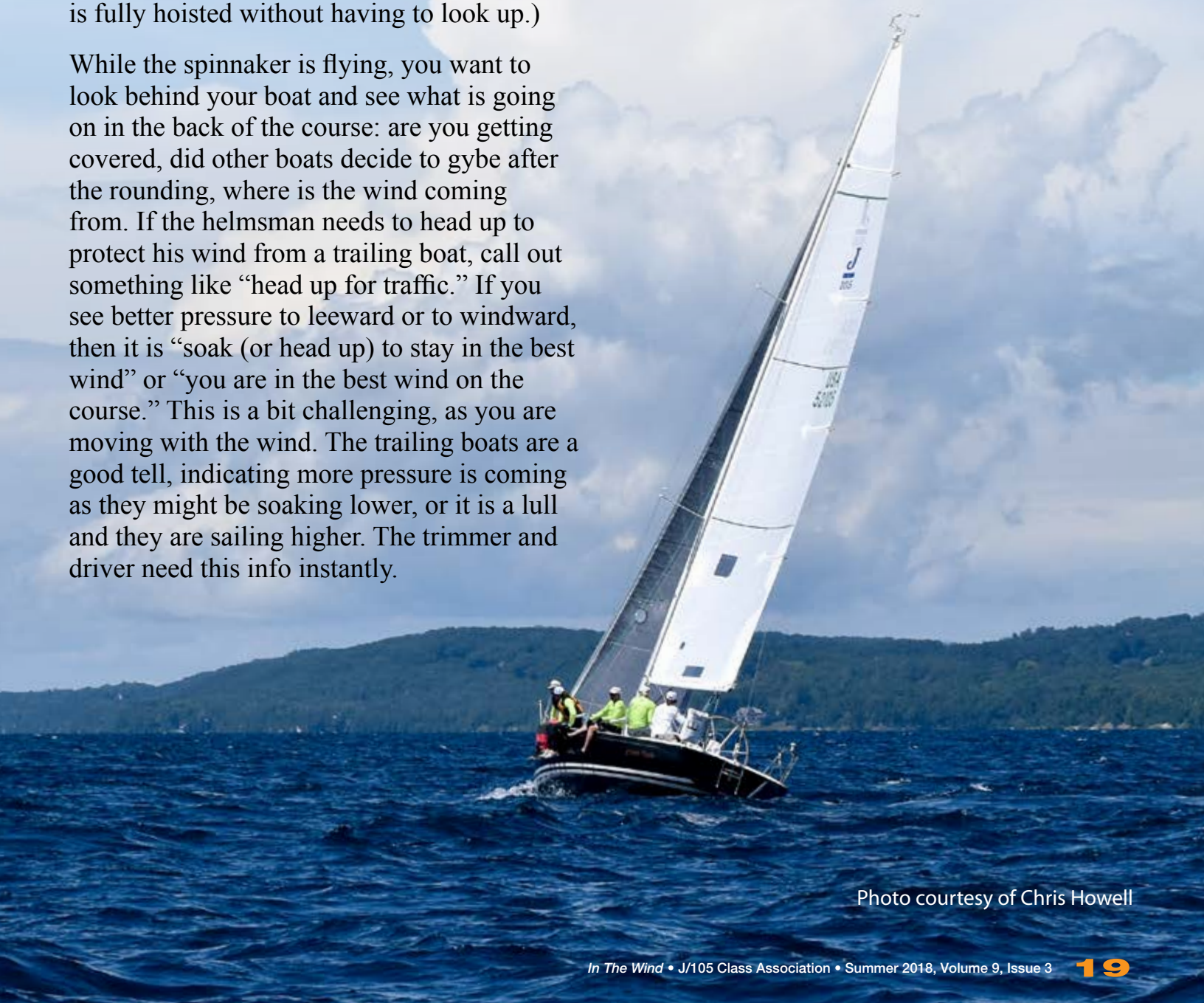


Photo courtesy of Chris Howell



Downwind leg

Lift

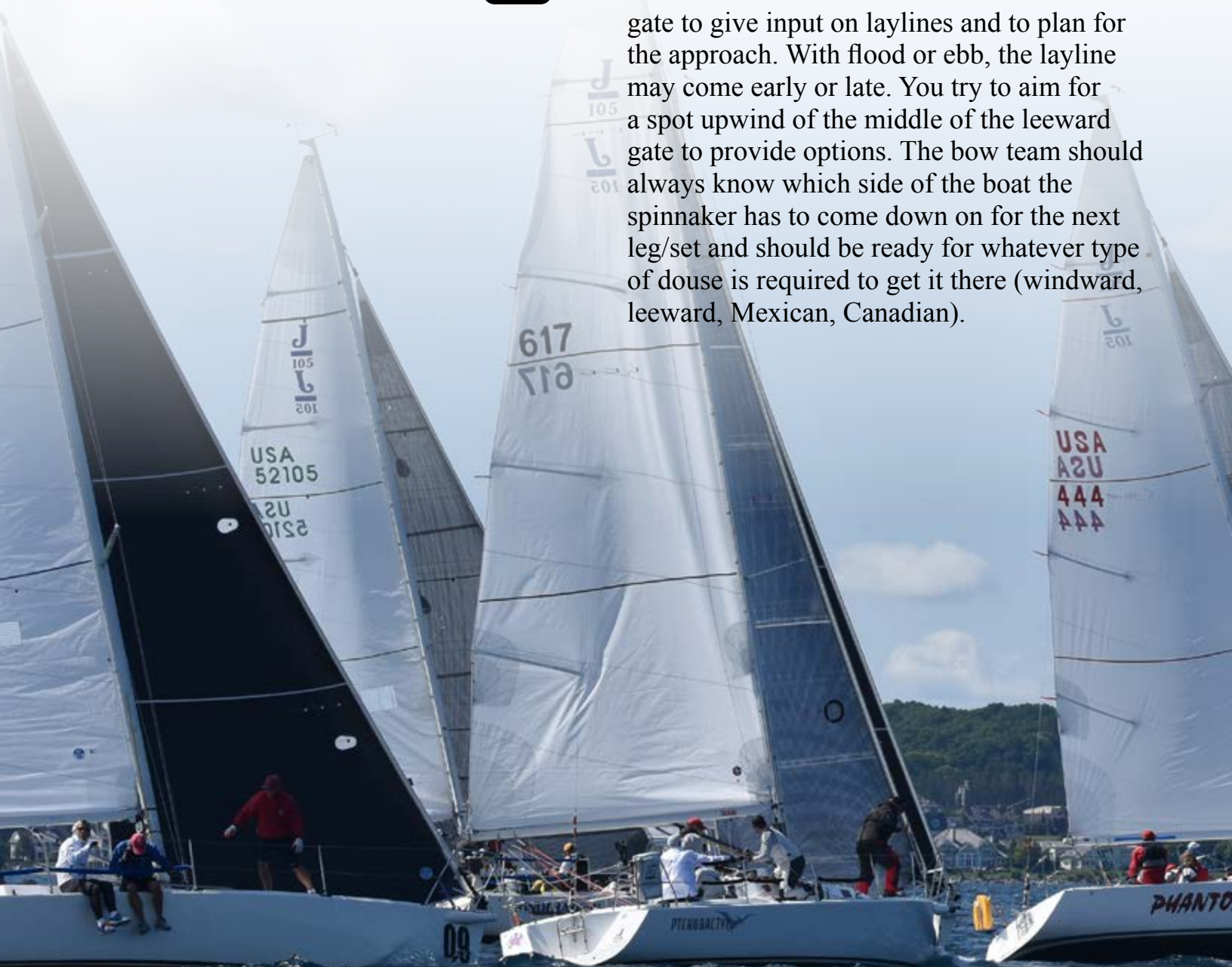
Wind

Header

Gryphon

In the diagram, when the header is coming, you should announce it to your trimmer to give him an idea of when it should be coming. The nice thing about most J/105s is the wind indicator at the top of the mast. The wind arrow gives the trimmer an indication of when the shift has reached the boat, while the anemometer cups spin faster or slower as the apparent wind accelerates or decelerates. Supplementing this, the main trimmer also has two parts of the mainsheet in her hand and advises the helmsman of pressure changes. On some boats, the helmsman holds the mainsheet and can feel this directly.

The bow team looks for the leeward mark or gate to give input on laylines and to plan for the approach. With flood or ebb, the layline may come early or late. You try to aim for a spot upwind of the middle of the leeward gate to provide options. The bow team should always know which side of the boat the spinnaker has to come down on for the next leg/set and should be ready for whatever type of douse is required to get it there (windward, leeward, Mexican, Canadian).





**JIBES:** The mast person tractors the lazy spin sheet to prevent jams at the blocks, and then gets a hand back onto the vang to help prevent a broach. This responsibility tends to keep him or her from helping roll jibe the boat, but, if the other five crew members are rolling to the low side, then one person on the high side attending to the lazy sheet is not a problem.

**DOUSE:** Before the douse, since wind speeds may have changed, it is important to ask the tactician if the jib leads need to be moved before going back upwind. Also, ask how much outhaul and cunningham are desired prior to the rounding. Leaving the outhaul and cunningham only partially engaged adds power in a slow leeward mark rounding, and they can then be pulled tighter when going upwind.

Open the hatch, laying it down softly to not stress the hinges. Our team has a pool noodle tied across the hatch to give it a soft landing, while some boats have tennis balls. When the call comes to pull the jib out, the bow or mast person pulls on it to make this go faster and puts the lazy sheet behind the hatch.

A clean douse will save you time in the sewer, prevent you having to run the tapes while going upwind, and makes your next hoist easy-peasy. The way douses work on *Gryphon* are quite simple; you generally jump down the forward hatch with the lazy sheet in hand. Toss your hat into the sink. Trimmer blows the sheet, and pit person eases 6-8 feet of halyard so you can start the drop by hauling down the leach of the spinnaker, bringing the clew down to the port side of the forepeak. As the red tape goes taut and it is clear you are in control, your bowman then asks for the halyard to be blown and you start squirreling, hand over hand, pulling continuously on the red tape as fast as you can. Every time you let go of the spinnaker, it has the potential to blow out.



Photo courtesy of Chris Howell

Once you get to 4-6 inches from the head, you want to get the head into the starboard side of the forepeak. Last, you pull the foot and push it into the bow. Avoid standing to the right where the pole will retract during this process. Bow person closes the hatch. Grab your hat and with it in hand, return to the deck via the companionway. Don't wear your hat below or you might crunch your neck on the doorway to the head. Note that if you were in heavy seas and took on water during the drop, you might briefly pump the bilge on manual, then reset it to auto.

Hopefully this works as an effective guide for those planning to do mast on any J/105. The most painful aspect of being a mast man is getting through the tedious amounts of airport security.

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Photo courtesy of Chris Howell





**By Marty Galligan, Fleet 2 Co-Captain**

After a very hot sticky summer and with fall quickly approaching, many of us are already looking at our calendars in despair knowing we are well past the halfway mark of our

racing season and it is only a short time before our energies will be focused on winter maintenance and shrink wrap. What better way to beat the doldrums than to plan for next season!

Corinthian Yacht Club is very excited to be hosting the 2019 J/105 North American Championship in majestic Marblehead, MA on September 4-8, 2019. The beautiful clubhouse located on Marblehead neck offers



a spectacular view of Marblehead harbor. In 2011, Marblehead hosted the North Americans attracting 42 boats. As a bonus, you are invited to our three-day feeder

Ted Hood Regatta the prior weekend, August 30–September 1. Bring the family and spend some time touring the sites before getting down to business!

There are plenty of marinas and yacht clubs in and near Marblehead for launching and hauling boats. For more information about the regatta, lodging and logistics, check out our website at [www.j105nac2019.com](http://www.j105nac2019.com).

# 2018

### **2018 Annapolis Labor Day Regatta at Eastport Yacht Club & Annapolis Yacht Club**

Sep 1 – Sep 2

### **2018 Rolex Big Boat Series at St. Francis Yacht Club**

Sep 12 – Sep 16

### **2018 J/105 Canadian Championship at Royal Canadian Yacht Club**

Sep 21 – Sep 23

### **2018 American Yacht Club Fall Series at American Yacht Club**

Sep 29 – Oct 7

### **2018 Cleveland (216) Regatta at Edgewater Yacht Club**

Oct 6 – Oct 7

### **2018 Foulweather Bluff at Corinthian Yacht Club Edmonds**

Oct 6

### **2018 Puget Sound Sailing Championship at Corinthian Yacht Club**

Oct 13 – Oct 14

### **2018 Grand Prix Invitational Regatta at Seattle Yacht Club**

Oct 26 – Oct 28

### **2018 Round the County at Orcas Island and Friday Harbor Sailing Clubs**

Nov 10 – Nov 11

# 2019

### **2019 J/105 Midwinter Championship at Fort Worth Boat Club**

Mar 7 – Mar 10

### **2019 J/105 Midwinter Championship at Fort Worth Boat Club**

Mar 7 – Mar 10

### **2019 Cleveland Race Week at Edgewater Yacht Club**

Jun 14 – Jun 23

### **2019 J/105 North American Championship at Corinthian Yacht Club**

Sep 4 – Sep 8



# 2020

**2020 Cleveland Race Week at  
Edgewater Yacht Club**

Jun 19 – Jun 28

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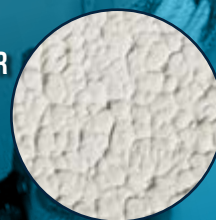


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